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LOW FARES FOR THE ROUND TRIP



HOW TO CARE FOR ROADS IN WINTER

Keep Ditches and Drains Open and
Use Road Drag to Prevent In-
jury by Freezing Weather.

Water, not cold, is the cause of the deterioration of roads in winter, according to the road specialists of the department. Cold weather does not in itself injure roads, no matter whether they are earth, gravel or macadam. In fact, an earth road will stand more traffic when it is solidly frozen than at any other time. Excess water, however, is always detrimental to a highway. When cold weather turns this water into ice, the damage that it does is greatly increased. Ice occupies considerable more space than the water from which it is formed, and every person who has lived in a cold climate is familiar with the powerful bursting effect of water when left to freeze in a confined vessel. The same action takes place when a wet road freezes to any considerable depth. It simply bursts, or, as we term it in road parlance, the road heaves. Later, when the frost leaves the road is disintegrated and ruins badly. If this process is repeated a number of times during the winter, a gravel or macadam road may be practically destroyed, while an earth road may become entirely impassible.

A dry road will not heave. Rock, gravel, sand, and even clay when perfectly dry contract slightly on freezing. In order to expand on freezing, these materials must contain or be mixed with water, and the more water they contain the greater is the expansion which takes place. But so long as the road remains frozen the damage does not become apparent. Hence the frequent and erroneous idea that it is the thaw that injures the road. The injury was done when the water in the road froze and the particles of the road surface—broken stone, sand, or still finer particles of earth or clay—were pushed apart by the expanding power of the freezing water. The thaw merely allows the ice to melt and assume its original volume as water.

The remedy is self-evident. Keep the water out of the road. The time to begin preventive measures is early in the fall, before the rains begin. If the road goes into the winter thoroughly dry, with the surface and drainage in good condition, the chances are extremely favorable that it will come out all right the following spring.

Keep the ditches and drains open. Remove all accumulations of weeds, grass, etc., which tend to retain moisture and obstruct drainage. Furthermore, do this work early, while the ground is still dry and hard. Vegetation and litter hold water like a sponge and allow it gradually to soak in and soften the earth. The job before the road man is to keep the hard dry surface formed in the summer time from becoming softened by the fall and winter rains and snows. When the fall rains begin the earth or gravel road should be dragged frequently to prevent the formation of ruts and the collection of water. All raveled places on macadam surfaces should be carefully filled in and consolidated.

During the winter, whenever a thaw is coming on, the cross drains and side ditches should be opened up as far as possible so as to prevent water collecting along the roadway. If the thaw is so pronounced that the roadway is softened, the drag should be used; sometimes one round trip of the drag, with the hitch reversed, will entirely rid the earth road of slush and melting snow and leave the road surface practically dry. Don't get the idea that the drag is not needed on your earth and gravel roads in the winter time. Instead, keep it where you can get at it readily, for if the winter is an ordinary one you will need it many times.

Winter destruction begins in the early fall. The best way to prevent such destruction is to forestall it. Keep the road dry and remember that so long as it remains so it will not be seriously injured by frost. Keep the drains open, the ditches clear, remove all vegetation and litter, and use the drag frequently. If the road is kept dry to a depth of 2 feet below the surface there will be little trouble from the coldest weather.

An Exceptional Case.

Mrs. Watt D. Brasher of Ione to day has reason to be thankful that E. S. Chadwick of Boise is manager of the Idaho State Life Insurance Society. On the 23rd of this month her husband died leaving her with five small children. Her husband, who farmed, had taken out a policy with the Idaho company in June, 1914, and had given his note for \$100 in payment of the first premium. When the note fell due he could not pay it and gave a second note for \$100.50 in payment of the second premium. Both notes fell due October 1 and he was unable to pay. The company put the notes in the hands of W. M. Peterson of this city for collection and he was unable to collect. When he died, the company was under no legal obligation to pay on the policy but this morning Mr. Peterson received notice to turn over the notes to R. H. Horne, the local manager, and Mr. Horne received a check for \$2500 with instructions to turn it over to the widow.—Pendleton E. O.

SUDAN GRASS—NEW CROP IN KANSAS

By Floyd B. Nichols in Illustrated
World.

Kansas has a new crop, Sudan grass, which is producing some amazing yields and profits. On the farm of Harmon Hobart in Allen County it gave three cuttings last season, with a total yield of 7.3 tons of hay. The part of the field that was left for seed averaged 871 pounds an acre. The seed of this grass is selling for \$1 a pound; the reason for this abnormal price, of course, is that there is a great demand for the seed, which is much larger than the limited acreage of last year can supply.

Sudan grass is an annual crop, which is planted in rows usually, and cultivated two or three times during the season. When it is handled in this way, it requires from two to three pounds to plant an acre. It may be cut several times for hay, or a seed crop and also a hay crop be obtained. At the present high prices, the most profit is in the seed, of course.

The astonishing drought-resisting ability of Sudan grass is the main thing that gives it value. It matured a profitable crop at Dodge City, Kansas, in 1914, and yet less than an inch of rain fell from the first week in July until the middle of September. It resists a drought much more readily than the standard crops for drier regions, such as kafir, milo and feterita. Sudan grass is being pushed by the demonstration agents and extension men for the Kansas State Agricultural College. Lee H. Gould, the demonstrating agent for Southwestern Kansas, where the rainfall is very limited, said:

"There is certain to be an immense increase in the acreage of Sudan grass in this section within the next few years. We had plantings of this crop in every county in this district in 1914, and they all did well. The crop makes good feed, and it will produce high yields with very limited rainfall. It will do much in the coming years to add wealth to the drier sections in the western part of the United States."

Mr. Gould's opinion is the same as that of other demonstrating agents in Kansas. There is more interest among the farmers in Sudan grass than in any other crop.

Sudan grass was imported into this country from Africa, and was grown in a small way in an experiment station in Texas as early as 1909. It produced good results in these station trials from the start, but of course the agents of the United States Department of Agriculture did not put the seed out to the farmers until they were sure of their results. The seed was quite generally distributed over the country last season.

Although this crop is a valuable substitute for the Bermuda grasses, and should be introduced wherever farmers find their soil too dry for the latter, one of its characteristics should be well borne in mind before planting. This is the fact that once given a start, it spreads with great rapidity. Each spear of grass possesses a network of tough, fibrous roots, which spread out over a radius of a foot. Each fibre is segmented, and from each segment another blade of grass may spring up. In the southern States, Johnson grass which is similar to Sudan grass, has proved itself the most formidable pest with which cotton growers have to contend. Because of the thick root network, it is next to impossible to stop once it has got into a field.

25 YEARS AGO IN HEPPNER

From The Gazette of Nov. 6, 1890.

Hank Scherzinger found hard sale for horses in the Valley this fall.

J. H. Hayes got back from Ellensburg Saturday last. Joe and Jeff, his strike in the Granite country, the brothers, are also expected daily.

Newt Williams has made a new strike in the Granite country, the ledge being five feet thick and assaying \$24 to the ton.

Emmett Cochran did not lose his hand as the News states last week, or meet with any other accident, we are informed.

Morris Ball got in Saturday from the mountains, where he has been herding cattle for Price Florence for the past six months.

Johnny Elder's two bands of sheep, in charge of Jerry Phillips, are browsing up on Hinton creek, where there is fair winter range.

Mrs. Henry Blackman and children left this morning to spend the winter with relatives in Boise, as the Senator will be absent from Heppner a greater portion of the time owing to legislative duties.

J. C. Ambrose, the Ritter stockman was here last week to get 400 ewes which he recently bought. He informs us there is not as much green grass in the Ritter country as in this section.

Frank L. Lacy is the new piano player at the Star theater. He comes highly recommended. Mr. Lacy was assistant manager of the Remick Song Shop in Portland for a number of years.

Rugg brothers, Rhea creek farmers and stockmen, were transacting business in Heppner yesterday.

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WE ARE PREPARED TO CARE FOR BOTH LARGE AND SMALL AMOUNTS AND PAY FOUR PER CENT. INTEREST.

WE FEEL THAT THERE ARE MANY MORE IN THIS COMMUNITY WHO SHOULD BE AVAILING THEMSELVES OF OUR SAVINGS DEPARTMENT.

IF YOU ARE INTERESTED WE WILL BE PLEASED TO HAVE YOU CALL AND GET PARTICULARS.

MAGAZINES

COMMENCING THIS WEEK WE ARE PUTTING IN A
LINE OF THE MOST POPULAR MAGAZINES.

BOOKS

WE ALSO HAVE SOME OF THE LATEST BOOKS SUCH
AS: MICHAEL O'HALLORAN, THE HEART OF THE
SUNSET, MR. BINGLE, ROSE O' PARADISE, THE
PRAIRIE WIFE, AND OTHERS.

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